

Chapter 17.92

SUBDIVISION DESIGN STANDARDS

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17.92.010 General.

Land to be subdivided shall be of such character that it can be used safely for building purposes without danger to health or peril from fire, flood, erosion or other menace. If, following adequate investigation, conducted by all public agencies concerned, it is determined that land to be subdivided cannot be used without endangering the health, safety, welfare or prosperity of the community, or would necessitate an excessive expenditure of public financial resources for sewage and water facilities, other public facilities and streets, than the subdivision plat shall not be approved unless the subdivider formulates adequate methods for meeting such problems.

Subdivisions shall be in harmony

with the comprehensive plan.

All required improvements shall be constructed or installed to conform to the provisions of this title and city specifications. (Ord. 386 § 1601, 2002)

17.92.020 Streets.

The arrangement, character, extent, width grade, and location of all streets shall conform to the comprehensive plan and shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets.

A. Street Extensions. The street layout of the proposed subdivision shall provide for the continuation or appropriate projection of streets and alleys already existing in areas being subdivided. In addition, streets and alleys of the proposed subdivision shall correspond in direction and width to existing streets and alleys to be continued. Where, at the determination of the city council, it is desirable to provide street access to adjoining properties, proposed streets shall be extended by dedication to the boundaries of such properties. Where the city council deems it necessary, such dead-end streets shall be provided with a temporary turnaround having a radius of at least fifty (50) feet. The street system for the proposed subdivision shall provide for extending existing streets at the same or greater width, but in no case shall street extension be of less width than the minimum width required in these regulations for a street in its

category.

B. Dedication of Right-of-Way for New Streets. The dedication of right-of-way for new streets measured from lot line to lot line shall be shown on the comprehensive plan, or, if not shown thereon, shall meet the following standards:

Street Type	Minimum Dedicated Right-of-Way Width
Parkway	150 feet
Arterial streets	80-120 feet
Collector streets	80 feet
Minor streets	60 feet
Marginal Access streets	60 feet
Alleys	20 feet

All streets classified as arterial streets by the comprehensive plan shall have all points of access streets approved by the city council.

C. Dedication of Right-of-Way for Existing Streets. Subdivisions platted along existing streets shall dedicate additional right-of-way if necessary to meet the minimum street width requirements set forth above. The entire minimum right-of-way width shall be dedicated where the subdivision is on both sides of an existing street. When the subdivision is located on only one side of an existing street, one-half of the required right-of-way width, measured from the center line of the existing roadway, shall be dedicated. Dedication of one-half of the right-of-way for proposed streets along the boundaries of land proposed for subdivision shall be prohibited.

D. Intersections. Streets shall intersect as nearly as possible at an angle of ninety (90) degrees, and no intersection shall be at an angle of less than sixty (60) degrees. Street curb intersections shall be rounded by radii or at least twenty (20) feet. When the smallest angle of street intersection is less than seventy-five (75) degrees, the city council may require curb radii of greater length. Wherever necessary to permit the construction of a curb having a desirable radius without reducing the sidewalk at a street corner to less than normal width, the property line at such street corner shall be rounded or otherwise set back sufficiently to permit such curb construction. No lot or other parcel of land which abuts on and has access to either a collector or a minor street shall have a service drive, curb cut or other means of access to an arterial street within seventy-five (75) feet of the right-of-way of any street which intersections such arterial street on the side on which such lot or parcel is located.

E. Horizontal and Vertical Street Curves.

A tangent at least one hundred (100) feet long shall be introduced between reverse curb on arterial and collector streets. Where there is a deflection angle of more than ten (10) degrees in the alignment of a street, a curve with a radius adequate to insure safe sight distance shall be made. The minimum radii of curves shall be:

Street Type	Minimum Curve Radius
Arterial	300 feet
Collector	300 feet
Minor	100 feet

Every change in grade shall be connected by a vertical curve constructed so as to afford a minimum sight distance of two hundred (200) feet, said sight distance being measured from a driver's eyes, which are assumed to be four and one-half feet above the pavement surface, to an object four inches high on the pavement.

F. Street Grades and Elevations. Street grades shall conform to the following:

Street Type	Percent Grade
Arterial	5%
Collector	7%
Minor	12%

All streets shall be designed so as to provide for the discharge of surface water from the pavement and from the right-of-way by grading and drainage. For adequate drainage, the minimum street grade shall be not less than one-half of one percent. The city council shall not approve streets which will be subject to inundation or flooding. All streets must be located at elevations which will make them flood-free streets if such fill does not increase flood heights. Drainage openings shall be designated so as not to restrict the flow of water and thereby increase flood heights.

G. Marginal Access Streets. Where a subdivision abuts or contains an existing or proposed arterial street, the city council may require access streets, reverse frontage with screen planting

contained in a nonaccess reservation along the rear property line, deep lots with service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the city council may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land, as for park purposes in residential districts, or for commercial or industrial purposes in appropriate districts. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.

H. Street Jogs. Street jogs with center line offsets of less than one hundred twenty-five (125) feet shall be prohibited.

I. Cul-De-Sacs. Minor terminal or deadend streets or courts which are designed so as to have one end permanently closed shall not be longer than five hundred forty (540) feet total right-of-way length including cul-de-sac and shall be provided at the closed end with a turn-around having a radius at the outside of the pavement of at least fifty (50) feet and a radius at the outside of the right-of-way at least sixty (60) feet.

J. Street Names. Proposed streets which are in alignment with other already existing and named streets shall bear the names of such existing streets. The name of a proposed street which is not in alignment with an existing street

shall be duplicate the name of any existing street, irrespective of the use of the suffix street, avenue, boulevard, drive, place, court, land, road, pike, highway, parkway or similar suffix.

K. Private Streets and Reserve Strips. There shall be no private streets platted within a subdivision. There shall be no reserve strips in a subdivision except where their control is definitely vested in the city or county under conditions approved by the city council as authorized in these regulations. (Ord. 386 § 1602, 2002)

17.92.030 Alleys.

Alleys shall be provided to give access to the rear of all lots used for commercial and industrial purposes. The minimum width of an alley shall be twenty (20) feet. Alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall be cut off sufficiently to permit safe vehicular movement. Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate facilities at the dead-end, as determined by the city council. Alleys shall not be provided in residential areas except in cases where the subdivider produces evidence of the need for alleys which is satisfactory to the city council. (Ord. 386 § 1603, 2002)

17.92.040 Blocks.

Blocks shall be bounded by streets. The lengths, widths, and shapes of blocks shall be determined with due regard to the provision of adequate building sites suitable to the special needs of the type of use contemplated;

zoning requirements as to lot sizes and dimensions; needs for convenience access; circulation, control and safety of street traffic; and limitations and opportunities of topography.

Block lengths shall not exceed four hundred twenty feet (420) feet or be less than three hundred (300) feet, except as the city council considers necessary to secure efficient use of land or desired features of street layout.

Blocks shall be wide enough to allow two tiers of lots of minimum depth, provided, that where this would require lots to front on an arterial street or highway or where topographical conditions or the size of the property prevent two tiers of lots, the city council may approve a single tier of lots of minimum depths. (Ord. 386 § 1604, 2002)

17.92.050 Lots.

A. The lot size, width, depth, shape and orientation, and the minimum building setback lines shall be appropriate for the location of the subdivision and for the type of development and use contemplated.

B. Flood Hazards. Land subject to flooding and land deemed to be topographically unsuitable for residential development shall not be platted for residential use or for any other use which may increase the danger to health, life, or property or aggravate erosion or flood hazards. Such land within the subdivision shall be set aside on the plat for such uses as will not be endangered by periodic or occasional inundation contrary to the public welfare. To insure that lots will be located only where they

will provide flood-free house sites, the city council may require the subdivider to provide elevation and flood profiles sufficient to demonstrate that the house sites will be completely free from the danger of flooding. If a stream flows through or adjacent to the proposed subdivision, the plat plan shall provide for an easement or right-of-way along the stream for a floodway. For the smaller streams, the plan shall also provide for channel improvement to enable them to carry all reasonable floods within banks. The floor elevations of houses shall be high enough to be well above the extraordinary flood. The floodway easement shall be wide enough to provide for future enlargement of the stream channel as adjacent areas become more highly developed and run-off rates are increased. (Ord. 386 § 1605, 2002)

17.92.060 Off-street loading and parking facilities.

In commercial and industrial subdivisions, in the portions of residential subdivisions reserved for commercial or industrial uses, and the lots or parcels platted for commercial or industrial uses, lots or parcels platted for commercial or industrial sites shall be large enough to provide for off-street loading and unloading facilities and off-street parking facilities. (Ord. 386 § 1606, 2002)

17.92.070 Easements.

Easements across lots or centered on rear or side lot lines shall be provided for utilities where necessary and shall be at least twelve (12) feet wide.

Where a subdivision is traversed

by a water course, drainage way, channel or stream there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such water course, and such further width or construction, or both, as will be adequate for the purpose. Parallel streets or parkways may be required in connection therewith. (Ord. 386 § 1607, 2002)

17.92.080 Community assets.

In all subdivisions, due regard shall be shown for natural features such as large trees, unusual rock formations, and water courses; for sites which have historical significance; and for similar assets which, if preserved, will add attractiveness and value to the subdivision and to the area. The city council may prepare a list of all such features within its area of planning jurisdiction which it deems worthy of preservation. (Ord. 386 § 1608, 2002)

17.92.090 Conformance with other regulations.

No final plat of land within the area of force and effect of existing zoning regulations will be approved unless it conforms with such regulations. Whenever there is a variance between the minimum standards set forth in these regulations and those contained in the building code, or other official regulations, the highest standard shall apply. (Ord. 386 § 1609, 2002)

17.92.100 Public sites and open spaces.

Where a proposed park, recreation, school or other public use

shown in a comprehensive plan is located in whole or in part in a subdivision, the city council may require the dedication or reservation of such area within the subdivision in those cases in which the city council deems to be reasonable.

Where deemed essential by the city council, upon consideration of the particular type of development proposed in the subdivision, and especially in planned developments not anticipated in the comprehensive plan, the city council may require the dedication or reservation of such other areas or sites or a character, extent and location suitable to the needs created by such development for parks, schools, recreation and other public purposes. (Ord. 386 § 1610, 2002)

17.92.110 Large tracts or parcels.

When land is subdivided into larger parcels than ordinary building lots, such parcels shall be arranged so as to allow for the opening of future streets and logical resubdivision. (Ord. 386 § 1611, 2002)